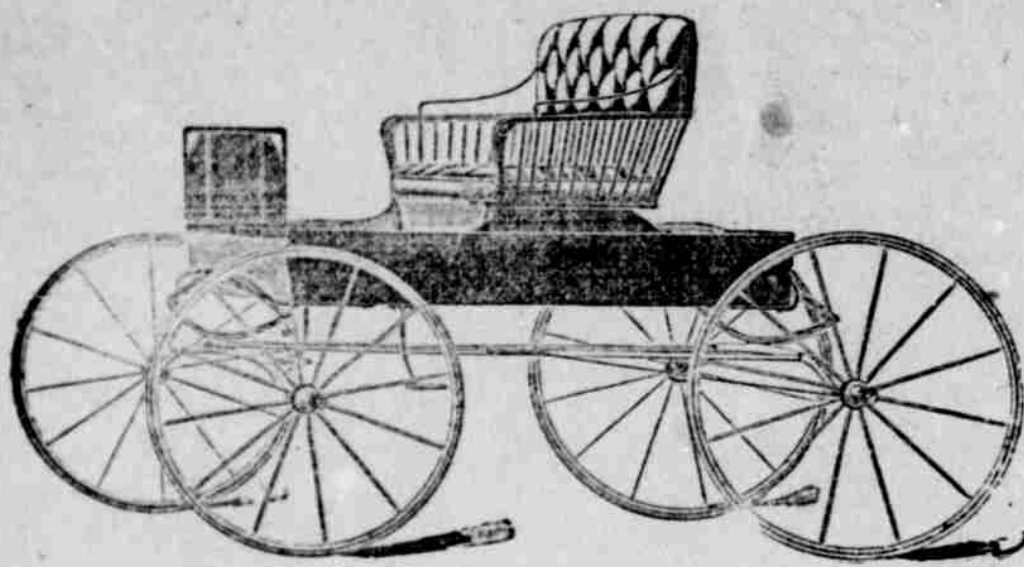


## A Few Facts About Vehicles

It is not the wheels or the axles or the springs or the painting or the trimming that makes a high-grade vehicle. It is a perfect combination of these various parts. A vehicle to withstand the effects of our tropical climate must be provided with ALL these important essentials.

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We are the sole agents for the just celebrated C. BRIEN VEHICLES. These are the Bugies and Runabouts that have won medals and diplomas wherever exhibited, and are the only Vehicles which are equipped with the O'Brien Patent Spring, the strongest and easiest riding spring made.

We have also in stock at all times a full line of Surreys, Phaetons, Bugies, Runabouts, etc., direct from the factory of the H. H. Babcock Co., N. Y. These Vehicles are built by skillful mechanics, from carefully selected stock, and are the perfection of the carriage-builder's art; are fitted with Babcock Patent Self-Oiling and Dust-Excluding Axles, Bradley Quick Shift Shaft Couplings, Bailey Fifth Wheel, and Happy Thought Gear. We have been appointed SOLE AGENTS for these Vehicles in the Territory of Hawaii, and are prepared to guarantee them in every respect.

Don't get one just as good. Get THE BEST for business or pleasure. It costs as much to run, or cheap Vehicles as it does good ones. New stock has been received ex "Australia," "Irigard," "Helene" and "Mary E. Foster."

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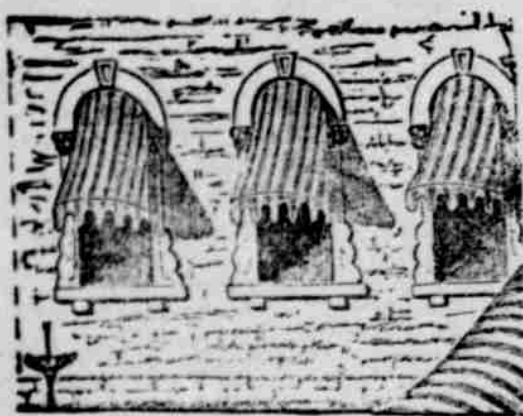
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DEAR SIR:

Am pleased to inform you that we have just received notice from the Government that GREEN RIVER WHISKY has again been selected for the exclusive use for another year in all of the U. S. Navy Hospitals, being the third in succession.

Yours Truly,

(Signed) J. W. McCULLOCH.

A carload of this celebrated Whisky will arrive per Emelle F. Whitney, and will be offered for sale by

**W. C. Peacock & Co., Ltd.**  
**SOLE AGENTS.**

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**TIES, SHIRTS, TRAW**  
**HATS, GENTS UNDERWEAR**

That we have just opened. Call now and get the best.



**K. Isoshima,**

KING STREET  
ABOVE BETHEL



How the Pfluger was Dismantled.  
Another Whale Story.  
Shipping Notes.

Barkentine Irigard and Skagit sailed yesterday for the Coast. The Irigard carries sugar to San Francisco, and the Skagit goes in ballast to the Sound.

The manager of the American-Hawaiian Steamship Company, Captain W. D. Burnham, is making arrangements here for the initial run of the steamers of that line. The American will be here about the first of next month, and after her departure vessels will make the New York, San Francisco and Honolulu run every alternate month. The big Californian, recently here, and now en route to Manila, is one of the vessels of the new company.

Captain McCauley will hereafter attend to the business of the Hawaiian Navigation Company, of which the gasoline schooners Eclipse and Surprise are carriers. McCauley & Sons were the agents, but from today Captain McCauley will be the business manager. The captain is one of the pilots. He will continue piloting and will at the same time have ample opportunity to look after his new duties. As has already been noted in the Advertiser, the Hawaiian Navigation Company has placed orders in San Francisco for two new gasoline schooners.

**ADVENTURE WITH A WHALE.**  
SAN FRANCISCO, July 26.—The pilots have another whale story to tell. On this occasion there was no disaster, but the occupants of the pilot boat Gracie S. will not forget the incident in a hurry, nevertheless.

One of the leviathans while out hunting opened its huge jaws to take in a mouthful of small fish, and engulfed the kedge anchor of the pilot boat. A fluke of the mud hook must have hurt the mammal, for it rose to the surface and started off at the rate of about a mile a minute with the pilot boat in tow. After going about five knots the kedge line parted and the pilots and crew went down on their knees and said prayers. Captain Erskine led the devotions.

Monday night the pilot boat Gracie S. was on the outside station and within a few hundred yards of where the Bonita was run into by a whale and sunk. Captains Erskine and Kortz were the only pilots left aboard, the others having "boarded off" during the day. No vessel was due and there was not a thing in sight, so after posting the lookout Captain Erskine went below to join Captain Kortz. The latter was already in bed, so Erskine decided to follow suit. He undressed himself leisurely and had just removed his shoes when the Gracie S. gave a jump ahead that threw him off his feet.

The shock brought Captain Kortz out of his bunk standing, and in a flash he and Erskine were on deck, and there they saw the cause of their trouble. The whale was running through the water, leaving a phosphorescent trail behind it, dragging the pilot boat, which was almost bows under. Just as the men were preparing to cut the kedge line it parted and when hauled aboard showed that it must have come right away from the kedge in the stock of the anchor. The Gracie S. cruised all that night, and it goes without saying that just as bright a lookout was kept for whales as was kept for ships. "I have never in my life seen as many whales off shore," said Captain Erskine yesterday. "During the day they can be seen spouting in every direction and at night you can hear them breathing all around you. I'm glad that we escaped with the loss of a kedge anchor. It might have been worse."

### PFUGER DISMANTLED.

SAN FRANCISCO, July 22.—In two seconds the German bark J. C. Pfluger, bounding merrily over the sea before a ten-knot breeze, was reduced to a dismantled hulk hanging helpless on the ocean. The dismantled vessel arrived yesterday morning in tow of the Relief from Santa Barbara.

"A whirlwind high in the air caught our loftier spars," said Captain Hoeber, "and like a flash smashed the mainmast, and as the upper yards and masts went down the stays carried the mizzen mast and the upper and lower foretopmast yards."

The J. C. Pfluger sailed from here on July 11 with a cargo of wheat for Queenstown, and got a strong north-west breeze as soon as the tug let go of her outside of the heads. On the following morning, 10 miles from port, she met with her strange mishap, which had it occurred further away, or had a storm been raging, would have meant the loss of the vessel. George Muelitner, the second officer, was on deck in charge of the starboard watch. He alone saw the accident.

"It was at 5:30 o'clock," said he, "and the watch had gone below for coffee. I was on the quarterdeck and had just turned forward from the compass when I heard a report like a cannon. I looked up and saw the main topmast swaying and almost bent double. As I looked up the mast fell, and as it went down the staysails carried the mizzen mast, the fore royal and upper and lower foretopmast yards."

"When the mizzen mast began going I ran back to the man at the wheel. The mizzen boom swung over our heads wobbling from side to side at a fearful rate. The lower portion of the mainmast had fallen on the skid, completely smashing it. When I saw that everything that could go was gone I cried to the captain and all hands to come on deck. The bark amidships was filled up with broken masts and spars, sails and wreckage of the boats. The men got to work as quickly as possible to clear the wreckage, and it was not until 8 o'clock that night that we were free. We had with great difficulty bent a new foresail and the ship was making about 3½ knots an hour, steering southeast."

"We kept on this course till the 16th, when we were picked up by the steamer bark."

"At the time the accident occurred there was a nice breeze blowing and not the slightest indication of a storm. The night had been fine moonlight and the sky in the morning was clear, with just a little bit of a cloud. I think there

must have been a flaw in the mainmast, which is of steel."

Neither the Captain nor First Mate Sante shares this opinion. The bark will be detained in port some months and will have to discharge her whole cargo to repair.

### GENERAL SHIPPING.

PORTLAND, Or., July 20.—J. C. Robinson, a well known mill man, has received a sample of flour from a mill in Yokohama. The flour was manufactured from a cargo of wheat sent from here several months ago and to all appearances is a first-class article. Along with the sample, over which the Japanese are seemingly quite proud, comes the statement that the actual cost of the manufactured article was on the basis of \$2.30 a barrel at a Pacific Coast point. As \$2.50 per barrel is the lowest figure yet reported for flour sent to the Orient, it would seem from this that the Japanese were in a fair way to become active competitors for the trade of the Orient.

### STORM AT NEEDLES.

NEEDLES, July 20.—The heaviest rain of the season fell last night, attended by sharp lightning and preceded by a terrific wind storm which destroyed a few shade trees. Several business houses are flooded and the streets somewhat damaged. The torrent lasted two hours. Two steamers broke from their anchorage and stuck in the mud in the middle of the stream. The precipitation was one and a tenth inches. No damage to the railroads is reported.

PORT TOWNSEND, Wash., July 4.—The revenue cutter Manning, which arrived here today, left Nome July 8 for the relief of the barkentine Leslie D. which went ashore on the east side of Nunivak Island last May. The Leslie D. is a wreck and her thirty passengers abandoned her, the last ten leaving the day the Manning arrived. The Manning reports the schooner Laurel at Dutch Harbor with fifty-four of the passengers bound for Seattle.

The lighthouse steamer Columbine and the whaling bark Gayhead are at Dutch Harbor. On the latter vessel much sickness exists among the crew, and on July 15 Second Mate Smith died from heart failure. The Senator sailed from Dutch Harbor for Nome on July 16th.

VICTORIA, B. C., July 22.—The steamer Amur, the richest treasure ship of the season, bringing a million in gold dust and ninety passengers, most of whom have made fortunes in the Klondike either in mining or trading, reached here this afternoon. Besides the gold there were of course, many drafts representing another million in dust, which the passengers had disposed of before leaving Dawson. Among the richest men on board were Robert Anderson, who located the Government concession on Hunker Creek in which a number of Vancouverites are interested, and out of a pocket in which \$20,000 was taken; Hart, the owner of Discovery of Bonanza; Mrs. Neilson, who has made \$100,000 out of the Yukon Hotel, Dawson, and who is on her way to Sweden; McLaughlin, a Bonanza claim owner; C. Lepant, who owns Discovery of Last Chance; Turner Townsend, who has just disposed of a ton of tobacco and cigars in Dawson; and Mrs. Shute, wife of the senior partner in Shute & Mills, who took \$400,000 out of four claims on Gold Run, and the Cassidy Brothers, who have just sold one claim on French Hill for an immense sum.

### WILL INTEREST MARINERS.

In a circular issued recently by the Treasury Department, the lines dividing the high sea from rivers, harbors and inland waters, are announced. In some of the lines the line of the road are to be followed, while outside of them the international rules are to be observed.

The greater portion of the circular is devoted to defining the lines on the Atlantic Coast, but the following definitions will interest navigators in Pacific waters:  
San Diego Harbor—From Point Loma lighthouse S. ¾ E. to San Diego Bay outside bar whistling buoy; thence NNE. ¾ E. to tower of Coronado Hotel.  
San Francisco Harbor—From Point Bonita lighthouse SE. ¾ S. to Point Lobos.

Columbia River Entrance—From Cape Disappointment light SE. ¾ E. to Point Adams light.

### GHOST NOT WALKING.

Custom House Employees are Living on Expectations.

The "ghost" at the custom house has not walked for some time past and the employees under Collector Stackable are beginning to get anxious. The salary money is expected to arrive by the next steamship from the Coast.

A rather provoking feature of the present embarrassment at the custom house is the fact that the Collector has on hand money belonging to the Government that would be sufficient to pay all of his employees for a couple of years. Official red tape makes it necessary for him to wait until the cash comes from the Treasury Department before his employees can receive their pay.

### Meeting at Japanese Church.

The new members of the Japanese Church were given an informal reception at the church on Wednesday evening after the conclusion of the regular services. Y. Fukita was the chairman of the meeting and there were addresses by a number of prominent Japanese as well as a very interesting address by Miss Talcott, who is here on her way home from an extended stay in Japan. Nearly a hundred Japanese were present, among them some of the most prominent members of the colony in the city.

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